

CHETWYND – THE TOTON AND CHILWELL NEIGHBOURHOOD PLAN (CTTC NP) EXAMINATION HEARING

NOTTINGHAMSHIRE COUNTY COUNCIL WRITTEN STATEMENT

Nottinghamshire County Council has prepared this statement for the Hearing to supplement its Regulation 16 comments on the CTTC NP, particularly from a transport and education perspective.

1. Recent Major Changes, notably at National and International Level

1.1 Nottinghamshire County Council notes that the Government's Integrated Rail Plan has stated that the new HS2 rail line will terminate at East Midlands Parkway. It is intended that a new local/regional rail station will be provided at Toton subject to developer funding being obtained to part fund it. A new rail station will assist in providing improved connectivity for the Toton/Chetwynd area and provide a public transport hub around which development can be focussed. The Neighbourhood Plan should be amended to reflect the changed position regarding rail provision into the area.

1.2 The County Council considers that the relationship between the Toton and Chetwynd Barracks Strategic Masterplan SPD and the CTTC NP should be clearer and supports the proposals suggested by East Midlands Development Company in this regard. The Masterplan SPD has been developed following approval of the Part 2 Local Plan and has been subject to public consultation. It is understood that the SPD was deferred by Broxtowe Borough Council on 12 October pending confirmation over infrastructure funding and specifically the outcome of the bid made by Nottinghamshire County Council to the Levelling Up Fund (LUF) for the Toton Link Road.

1.3 Following an unsuccessful bid in 2019, the County Council submitted a revised bid to the Levelling Up Fund in summer 2022 for funding to develop the Toton Link Road to provide additional connectivity to the A52 and enable a spine road to be created north-south linking the Toton and Chetwynd developments and assist in distributing traffic around the area. It is not known when announcements will be made about the outcomes of this bid. The Government is preparing an Autumn statement to include medium-term fiscal plan to put public spending on a sustainable footing, get debt falling and restore stability. Existing and future spending plans are therefore under review.

1.4 The County Council trusts that the SPD will be adopted by Broxtowe BC shortly in order to provide confirmation of the local planning authority's commitment to the development potential in the area. The single purpose of the Toton Link

Road is to specifically enable the development of the initial 2700 dwellings within the Toton-Chetwynd strategic development area.

2. Policy for Chetwynd Barracks

2.1 The County Council is seeking provision of a new primary school in association with the development of the Barracks in light of its potential for 1500 dwellings which will potentially generate sufficient places. The timing and specific location of the school remains to be agreed.

2.2 Proposals to relocate the George Spencer Academy, and build a new Leisure Centre (page 51, Aspirations 08 & 09, Policies LHC04 & LHC06) are discussed in the CTTC NP.

2.3 The County Council confirms that there are no current proposals to relocate the school.

2.4 The latest projections of secondary school places across the Broxtowe South planning area do show a deficiency in places, even when planned expansion of existing provision at Bramcote College is taken into account. The County Council has evidence that George Spencer Academy cannot expand further on its current site. A school site assessment provided by its building advisor Arc says that the George Spencer site *'is significantly undersized for the current planned admission and minimum recommendations in BB103 and is therefore unlikely to be able to expand.'*

2.5 There remains uncertainty as to whether Chilwell School can expand to accommodate the needs of the Toton-Chetwynd development.

2.6 Additional land for secondary school provision to accommodate the potential development of Toton-Chetwynd may be needed, so we support the references within the proposed SPD which provide for this option. What form expansion of secondary places is not yet known and will be confirmed as the development progresses and school place forecasts are reviewed.

2.7 The County Council therefore supports the flexible approach in the SPD in relation to the potential expansion of existing schools or new secondary provision being made through land being made available, noting this will require developer funding or in kind contribution of land

3. Policy for Development at Toton

- 3.1 The County Council supports the proposal for a rail station at Toton to improve accessibility and connectivity and supports the adoption of an Masterplan SPD and Infrastructure Delivery Plan both to outline the aspirations for development of the area surrounding the station and to understand what infrastructure is needed as contained in Policy INF01 of the Neighbourhood Plan.
- 3.2 The County Councils position with regard to Secondary Education are also relevant here, as a site is proposed on the edge of the Toton site within the CTTC NP for relocation of George Spencer Academy. Please refer to the comments above.
- 3.3 The need for additional primary school provision will be determined having regard to the eventual size of development and school place availability in the local area, noting the proposals for additional provision as part of the redevelopment of Chetwynd Barracks.

4. Policy for Infrastructure/Getting Around

- 4.1 The County Council supports the provision of a new north-south access road, known as the Toton Link Road to provide additional access to the A52, connect the Toton and Chetwynd development areas and by provision of additional highway capacity, distribute traffic more effectively across the wider development area.
- 4.2 Para 9.17 of the CTTC NP refers to a new north/south link road between the A52 and A6005. This is incorrect. The intention is for the Link Road to meet Swiney Way from which the A6005 can then be reached. Reference has been made earlier to the funding bid which has been submitted for the Toton Link Road by the County Council.
- 4.3 The CTTC NP assumes the new north/south link road will help relieve some of the congestion on surrounding streets. This is not necessarily the case as its main purpose will be to distribute development traffic within the site and onto the strategic road network.
- 4.4 Any works to improve junction performance will need to be determined by Transport Assessment at the time of development. This may result in development being permitted and delivered prior to any upgrades being implemented and thus the assertion that key junctions should be upgraded prior to development taking place may not be justified.
- 4.5 Reference should be made in the NP to Nottinghamshire County Council's Highway Design Guide. All proposals should be compliant with this document to ensure road layouts are properly designed and adopted as public highway.

- 4.6 There is a conflict between the CTTC NP and Masterplan SPD over parking provision. The NP advocates off-street parking should be provided on an actual rather than theoretical basis to reduce on-street parking, whereas the Masterplan SPD seeks to minimise the level of provision below current standards. The Neighbourhood Plan should not conflict with the emerging Masterplan SPD or Broxtowe Part 2 Local Plan in this regard.
- 4.7 The County Council agrees with the EMDevCo that the infrastructure requirements for the Toton-Chetwynd strategic development area should be set out in the final Masterplan SPD and associated infrastructure delivery plans. Broxtowe BC should therefore take the lead on this as it should conform with the Broxtowe Part 2 Local Plan.
- 4.8 Broxtowe BC as the local planning authority will determine the final Masterplan SPD content considering the views arising from community consultation including the Neighbourhood Forum. EMDevCo is charged with delivery of this infrastructure across the development area. The County Council will provide advice in its role as highway authority and in respect of other infrastructure requirements. The Neighbourhood Plan should clarify these roles and responsibilities for infrastructure provision and be aligned with these documents.

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